

## TRUANT CURRENTS

Pass. and Power Co.'s Method of Choking Electrolysis.

UNDER THE OLD TRACKS

Improved Facilities Have Already Curtailed the Danger—The Proposed Remedy—Objection to Double Overhead Trolley System.

That Richmond is at an early date to be relieved of the danger due to electrolysis is certain.

Both the City Council and the Passenger and Power Company are hard at work in their efforts to solve the problem, any by their concerted action, that is now apparent, it is quite probable that the most effective way of ridding the city of the evil will be tried.

The Water Committee has before it a resolution directing the Passenger and Power Company to adopt for general use the double overhead trolley system. The Passenger and Power Company presents another method, less costly, and according to its electrical expert, Mr. Waterman, equally as effective.

At the meeting of the Water Committee, on Thursday night, the two plans were discussed, and while it was not brought to a vote, it was apparent that many members of the committee looked with favor upon the company's plan.

At the request of the committee, of whom there were present Messrs. Mann, Heslop, Bossieux, Mills, Zimmermann, Shepard, Morton, Whalen and Anderson, Mr. Waterman explained the method proposed by his company.

THE SITUATION.

He summed up the situation about as follows: "There is no doubt about the fact that because of the former inefficient bonding of the rails of our system, and the failure of the old companies to keep up with the scientific progress of the day, the city has suffered in the past somewhat from electrolysis, and her officials are right in determining that this electrolytic danger shall cease."

The present excellent condition of the railway system—the more efficient bonding of the tracks and the heavier rails in use—have so improved the conditions here that I am satisfied that the damage now being done by electrolysis is comparatively slight, and that most, if not all, of the damage to the pipes which may have been found from time to time is the result of unfavorable conditions which used to exist. If all the trolley systems of every sort were removed from the city to-morrow, I have no doubt that occasionally for years to come, pipes would be found which were damaged by electrolysis in the days of strap rails and no bondings. The fact remains, however, that as long as there is any possibility of electrolysis, it ought to be removed. In the interest of the companies, as well as of the city, for not only does damage ensue to the city in the injury to its pipes, but the companies lose probably more heavily in loss of power and damage to their underground cables and connections. The one question is, what shall be done to remedy the evil? and it is the purpose of the companies to ascertain the best method and apply it.

We have been engaged for the past month in making a very careful electrical survey of the entire system, and although this survey is not yet completed, it has already established to our minds the fact that a system of feed returns from neutral points, wherever they occur on our lines, will absolutely remedy the evil. The chief trouble, as illustrated in the city's pipes and the company's rails both have the capacity to conduct electricity; they may be compared to two parallel canals having a different fall, from different termini, but with frequent connecting channels. At points where these two canals are on absolutely the same level they may be connected without flow of current either way; if one of these canals is in danger of overflowing its banks at a lower level, then such a point of equal level would be a good place at which to draw off by proper gateways and connections the surplus water, and thus prevent injury to the banks of the weaker canal.

So it is our purpose to draw from the rails of the company at these neutral points, wherever they exist, the current of electricity which is seeking to return to the power house, and carry it back by heavy copper conductors. Thus the current will be intercepted before it gets to the point where the pipes are in any possible danger, and electrolysis will be absolutely prevented.

That this general plan is theoretically and practically effective, there can be no doubt; it only remains by careful survey and study of the situation to determine these points of equal level, at which taps should be made and these heavy return conductors placed to carry the current back to the power-house.

As far as our surveys have proceeded they show that a very large amount of copper will be necessary, approximately 60,000 pounds, or in other words fifty tons. These conductors will be carried in our conduit in the underground section and overhead poles in the section when that is permitted, and in each case will

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## THE CIRCUS BY AMATEURS

Local Talent to Appear in the Sawdust Ring.

WILL BE A GREAT SHOW

The Performance to Be Given in the Horse Show Building on the Fourth of July—Prominent Men in New Roles.

An amateur circus, which bids fair to eclipse any local entertainment ever presented in Richmond, is to be given in the Horse Show building on the Fourth of July. The first performance of this kind ever presented here is well remembered, and those who witnessed the novel spectacle have, even now, two years after the event, a vivid recollection of that entertainment, which was declared to be the most unique and novel "show" ever attempted by clever Richmond amateurs. That record still holds good, for nothing since has quite equalled it as an innovation in amateur performances.

That much used term among circus press agents, "better and larger than ever," will no doubt well apply to the two performances which are to be given in the great amphitheatre, known as the Horse Show building, on the glorious Fourth. If a place had been specially built for the purposes of such a performance, it could not have met every requirement better than does the great amphitheatre at Reservoir Park. As soon as the Bostock animal show vacated the place, the Horse Show Association at once commenced the work of restoring the building, and it will be placed in just the condition it was when the great equine exhibition was given in Richmond last fall.

FINE PLACE FOR THE SHOW.

When the amateur circus was given with such success at the Auditorium in May two years ago, it required an immense amount of work to get the building in shape for the performance. Tons of dirt and sawdust had to be hauled to the place, and even with this spread several inches deep on the floors. It was not sufficient to keep the horses' hoofs from striking the planks. This will not have to be contended with at the Horse Show building, however, for the great tank arena will not only accommodate three rings, but will admit of the introduction of hippodrome races, without which, as a closing event, no big circus is complete.

The seating arrangements, of course, are all that could be desired. The benches rise in tiers, so that each person, no matter where his seat may be located, commands a full view of the arena.

A GOOD DATE.

The selection of a date for the entertainment seems quite a happy one, for the Fourth, to the thousands of people who prefer to remain in the city rather than encounter the stifling crush incident to the excursion trips, often proves quite a dull day, almost Sunday-like in its quietness.

To these the amateur circus will prove most attractive, and will afford a means of recreation either for the afternoon or night, for two performances are to be given.

The show itself will be well worth seeing, as was that at the Auditorium two years ago. Prominent men in all the walks of life—professional men and business men—so that each person identified as leaders in their vocations—will lay aside their calling for the day, and each in a new role will make his appearance in the sawdust ring. No one knows what he can do until he tries and even a judge may on Independence Day, for get from bench and kick up the sawdust with his heels. He may prove the aptness of the saying that "A little nonsense now and then," etc.

Richmond laughed until its sides ached at the antics that took place in the arena at the Auditorium, and another such opportunity is to be given on the Fourth. This is only the humorous side of the question, however. There will be acrobatic acts that are really clever, and which would not be out of place in a professional performance.

## BANKERS IN HILL CITY

State's Money Changers In Session This Week.

GAGE TO ADDRESS THEM

Best Informed Man on Currency Question to Discuss This Subject—Visitors Will Be Royally Entertained—A Richmond is President.

Most of Richmond's bankers are to leave the city next week to attend the annual meeting of the Virginia Bankers' Association, held Thursday and Friday of next week.

Richmond has a peculiar interest in this body, inasmuch as she furnishes two of the principal officers—President, Mr. O. J. Sands, president of the American National Bank, and treasurer, Mr. H. A. Williams, cashier of the Metropolitan Bank.

An interesting programme has been prepared and is printed here:

June 13th, first day—Convention will be called to order at 9:30 o'clock A. M. by the president in Hill City Hall.

Invocation—Rev. James M. Owens, rector of St. Paul's Episcopal Church, Lynchburg.

Address of welcome on behalf of the citizens of Lynchburg—by N. R. Bowman, Esq., president of the City Council of Lynchburg.

Address of welcome on behalf of the bankers of Lynchburg—by Judge John D. Hoxley, vice-president Associated Bankers, of Lynchburg.

Response to welcome—by Judge J. B. McCabe, vice-president People's National Bank, Leesburg, Va.

Reading of minutes of last annual convention.

Appointment of Committee on Nominations.

Appointment of Committee on Resolutions.

The president's address—Oliver J. Sands, Richmond.

Report of the secretary—N. P. Galling, Lynchburg.

Report of the treasurer—H. A. Williams, Richmond.

Report of Executive Committee, report of Standing Committee, report of Special Committee. Report of delegates to convention of American Bankers' Association—Hon. M. E. Ingalls, president Big Four Railroad, Cincinnati.

Address—"The Southern Country Banker: His Highest Duty"—Hon. John B. Burton, president First National Bank, Wilson, N. C.

Remarks—"The Fowler and Aldrich Bills"—George J. Seay, Esq., cashier of the Petersburg Savings and Insurance Company.

June 13th, second day—Invocation, by Rev. F. T. McPadden, pastor of the First Presbyterian Church, Lynchburg.

HON. LYMAN GAGE.

Address—"Asset Currency"—Hon. Lyman J. Gage, former Secretary United States Treasury.

Remarks—by H. P. Hillard, Esq., cashier Mechanics National Bank, St. Louis.

Address—"A Lawyer's Talk to Laymen on Banks and Banking"—George Bryan, Esq., attorney for Virginia Bankers' Association, Richmond.

Address—"The System of Land Registration"—Hon. Eugene Massie, Richmond.

Five minute talks by delegates in response to call of cities and towns.

Thursday evening, first day—Reception by Lynchburg bankers at the Piedmont Club, 8:30 to 12 o'clock.

Friday afternoon, second day—Special train to Natural Bridge and surroundings.

Train leaves Lynchburg at 2 P. M. Returning, leaves Natural Bridge at 9 P. M.

Get tickets from secretary.

The Entertainment Committee for the Associated Bankers of Lynchburg is composed of E. P. Miller, cashier First National; John W. Gilling, cashier People's National; R. E. Bolling, assistant cashier Lynchburg National; D. A. Payne, secretary and treasurer Lynchburg Trust and Savings Bank; M. M. Krise, vice-president Krise Banking Company.

HAS GROWN WONDERFULLY.

The Virginia Bankers' Association has, during the past year, grown wonderfully in scope and usefulness, and enjoys the distinction of having the largest membership, in comparison to the number of banks, of any similar association in the country, and includes nearly all the banks in Virginia.

One of the great attractions of the business sessions of the convention will be the speech of Hon. Lyman J. Gage, Secretary of the United States Treasury under President McKinley. Mr. Gage is easily the best informed financier in the United States on the currency question, and this will be the subject of his address. Bankers from every section of Virginia have signified their intention of attending the convention, and Lynchburg, already famous for its fine bank standing, will be the most important financial city in the South on the 13th and 14th of this month.

and who is now a deck washer, a scrubber of paint, and a booster of passengers' luggage. On the other hand there is the sea cook, once the despised and derided "doctor" of the sailing ships, a man with two dishes which were worth while, one of which was "lobscouse" and the other wasn't. To-day the sea cook on the liner is a functionary, a man of mark, drawing a salary that would make an old-timer green with envy, having satellites, attendants and understrappers galore.

The struggles of the old-time sea cook with his limited larder, his unhappy surroundings, his dreary life, his lonely existence would have been ludicrous had they not been fraught with too deep a significance to the hungry crew; this made them pathetic. The cook is a regularly articulated member of the crew on a sailing vessel, and this is no nominal service. At the cry "all hands on deck,"

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TOP anywhere in our range of special items and your selection will be a bargain. It is not necessary for you to run any risk to gain wealth, just pass through our front door and make money by saving it. Here are a few suggestions:

White Goods. MONDAY PRICES.	Great Bargains FOR	Corsets.
Fine Lawn, 40 inches wide, at..... 5c	Our Monday Sale.	Ladies' Good-Wearing, Medium-Sized Corsets..... 25c
Fine Sheer Persian Lawn, at..... 8 3/4c	5c Laces, narrow and wide edges, for..... 3c	Misses' Girdles and Corsets, extra good boning and fitting, regular 60c. value, for..... 39c
12 1/2c India Linen, 40 inches wide, at..... 10c	5c Lawns, light grounds, with small figures..... 37 1/2c	Ladies' Straight-Front Extended Hip Corset, made of batiste, for..... 48c
17c India Linen, a won..... 12 1/2c	61-4c. Apron Gingham, all size checks..... 5c	Infants' Caps.
Sheer Batiste, 32 inches wide, at..... 12 1/2c	Unbleached Cotton, 36 inches wide, cheap at..... 5c	Infants' Lawn Caps, striped with inserting and nicely trimmed around face, for..... 25c
Black Organdies, two yards wide, at..... 25c	Bleached Cotton, the best quality ever offered at..... 5c	Infants' Lawn Caps, of fine tucks, trimmed with Val. edge and baby ribbon, for..... 48c
Black Batiste, fast black at..... 10c	Pearl Buttons, that are sold at 10c, for..... 5c	Ladies' Waists.
black, at..... 12 1/2c	A regular 16c. Pearl Button at..... 10c	Ladies' White Madras Waists, for..... 48c
Wash Goods. MONDAY PRICES.	12 1/2c. Pillow Cases, full size, at..... 83 1/4c	Ladies' Percale Waists, with tucks and inserting, in white and black, for..... 75c
Windsor Percales, light grounds, with small figures and stripes in lengths from 3 to 10 yards, for Monday only, at..... 53 1/4c	12 1/2c. Duck, navy blue with white stripes..... 83 1/4c	Ladies' Shirt-Waist Suits.
Sheer Batiste, in all the new dainty patterns, that sell everywhere at 12 1/2c, our Monday price is..... 10c	25c. Madras Stocks, white and figured, at..... 12 1/2c	Ladies' Percale Shirt-Waist Suits, made with wide tucks, and a flared skirt; extra good value, for..... 98c
Linen Items. MONDAY PRICES.	12 1/2c. Brown Linen, all linen, at..... 10c	Ladies' Corded Madras Shirt-Waist Suits, in white and black, for extra quality, for..... 1.48
Large Size Huck Towels for..... 5c	25c. Mercerized Madras, these are white, at..... 12 1/2c	Ladies' Gingham
Huck Towels, 22x45 inches, at..... 10c	12 dozen Buttons on a card for..... 5c	Skirts.
17c. Huck Towels, 20x40, at..... 12 1/2c	8c. Binding, in white and colors, at..... 5c	Ladies' Gingham Skirts in blue and white stripes, made with two bias ruffles, for..... 98c
Colored Border Doilies, cheap at..... 39c	8c. Jap. Fans, small and large, at..... 5c	Ladies' Gingham Skirts in plain colors and stripes, nicely trimmed and very full; extra quality, for..... 98c
Red and Blue Checked Doilies, at..... 25c	12 1/2c. Duck, mercerized finish, at..... 9c	
Irish Damask, 70 inches wide, at..... 42c		
50c. Shirt Waist Linen, soft finish, for Monday at..... 48c		
Irish Linen, Shooting, two yards wide, worth 90c, for..... 75c		
Irish Linen Shooting, 2 1/2 yards wide, worth \$1.25, for..... 98c		

## Prosperous Days for the Sea Cook On Board the Modern Ocean Liner.

He Doesn't Have to Serve Lobscouse and Dandyfunk Any More, and Carries on His Work in Quarters Equal to Those of a Big Hotel--The Old-Fashioned "Doctor" and His Successor in Ship's Kitchen.

(Special Correspondence of The Times-Dispatch.)

NEW YORK, June 13.—These days of mighty steamships—leviathans that day by day push the white sails of the old time commerce-carriers farther and farther from the direct routes of trade—have worked revolution in the lives of the men "who go down to the sea in ships."

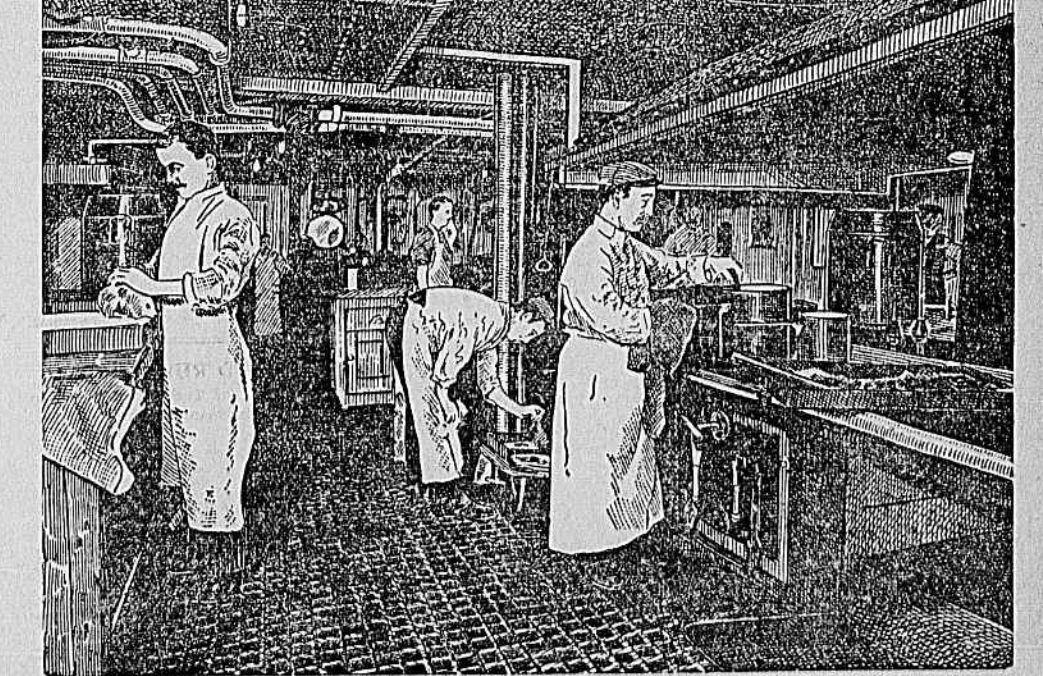
To some these changes have worked a certain woe. There is the foremast hand, who once was westerly wise aloft, knew how and when to reef and furl, could steer the plunging packet into the froth of a gale by the shiver of the forecastle leech, and work wonderful devices with a marlin spike and a rope;

he may have to leave his kettles, no matter how critical the moment. On some ships it used to be the cook's special duty to tend the fore-sheet. When he came back the soft bread was burnt in the baking, the "hot pie" was a wreck, and the "dog's body" reduced to un-nourishing bones.

The old-time sea cook would be lost in amazement on a modern liner. Serve "lobscouse" on any one of the passenger ships of the Morgan "merger," and where would you be? Not one of these but serves a daily menu equalled only in the very best, and most expensive hotels. There is not one cook, but many; and all the duties are divided, so that each may pursue his specialty. Take one of the American line vessels, for instance, where American wages are paid and things are done in American fashion. There is the chief cook, earning \$60 a month; a second,

these will arrive in due season. A similar service prevails on other first-class liners, though it is worthy of note that wages do not range as high, as a rule. The highest wages are invariably paid under the American flag—on ship-board, at all events.

Among all this array of highly paid and highly skilled professionals the old time sea cook would no doubt be figuratively, as well as literally, "at sea." Yet it is probable that not a single liner cook could properly prepare "dog's body" or "dandyfunk." Instead, he has at his service all the luxuries that modern life ashore can command. The world is drawn upon for his supplies and such materials as go to garnish the larder of the finest hotels are at his beck and call. Deep in the cavernous hold of the great ship are a dozen store-rooms, packed, locked and guarded, and from these he draws as occasion demands "from the refrigerator rooms, iced by special machinery run for



who gets \$40, and a third, receiving \$25. There is the French cook, a chef, drawing \$50; a first vegetable cook, \$35, and two more at \$17. There are two scullery men, who draw \$17 each, and all this imposing array is for the first cabin alone.

For the second class there is still another chief cook, drawing \$37.50 a month; a second, at \$25, and two more receiving \$17. When you come to think that the steersman, as we used to call it before the big improvements that were made in recent years, when "third class" on a boat like the "Cedric" or "Celtic" means more than "cabin" did once on a time—there are still three cooks, first, second and third, drawing \$32.50, \$30 and \$17, according to their respective importance. The second and third class passengers have no French chef as yet, though with the improvements and luxuries added year by year to the great ocean liners, it is quite possible that

that purpose alone, the ship's butchers bring meats and cut them to his taste. There is the poultry and game-room, the fruit-room, the butter and cream-room, the vegetable-room, all a part of his store-house. In the latest modern ovens bakers bake bread and cake for him. A confectioner prepares dainties and serves ice-cream from the ice-cream room, where it is kept frozen the voyage through. And so it goes.

But if the old time cook were amazed at all this he would be still more astonished at the liner's galley, in the Philadelphia or New York of the American line—in all the big ships, for that matter—these are placed low in the hull, where there is little to be feared from the motion of the sea. There is a galley for the first-class, another for the second and still another for the third. While on some ships the food for the crew comes from the third-class galley, on others it is cooked in a special galley, where there is a first and second cook, especially for the crew.

## Bargains This Week at Moore's.

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Cooked Ham 12 1/2c Per Pound.

Pride of Richmond Flour \$4.25 Barrel, or 27c a Sack.

7 cans Potted Ham or Tongue for..... 25c

Duffy's Malt Whiskey 80c Bottle.

Best Lard..... 11 1/2c

5-lb. Pail Preserves 30c.

3-pound Crocks Preserves 20c.

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